

Fauna, May 2—Exchange on London, 25 francs 22 $\frac{1}{2}$  cents for checks.

## BANKING AND FINANCIAL.

**FIRST MORTGAGE SIX PER CENT BONDS OF THE ELIZABETHTOWN, LEXINGTON AND BIG SANDY RAILROAD.**

We are selling these bonds at 100 and accrued interest. When completed and equipped, this road will represent a cost and an earning capacity much more than sufficient to make its bonds a good investment security; over half the total issue of \$3,500,000 has already been placed.

The Elizabethtown, Lexington and Big Sandy Railroad is the connecting link between the Chesapeake and Ohio Railway and the West and Southwest. St. Louis and Iron Mountain was the special feature, its price rising to 61 $\frac{1}{2}$  to 64 $\frac{1}{2}$ , while Texas and Pacific declined from 61 $\frac{1}{2}$  to 60 $\frac{1}{2}$ . Louisville and Nashville declined to 100, but a new movement was developed in Louisville, New-Albany and Chicago, that on sales of only 900 shares advanced its price from 82 to 90. While the day's operations have shown a strength in the market that few expected, the fact remains that the general situation is unchanged, except that under a fortunate manipulation, the average holders of stock are encouraged to hold on, and the "bears" are frightened into adding strength to the market by purchases to close their contracts. At the end the market was irregular but generally strong.

The dealings in Government bonds at the Boards amounted only to \$60,000, but prices were firm. The coupon 6s and registered 4 $\frac{1}{2}$ s are quoted ex interest for one quarter. A Washington dispatch states that \$90,000,000 of the present 5 per cent bonds embraced in the 101st call have been redeemed, leaving only \$16,000,000 bonds to be paid under the Treasury notice of Saturday offering to pay the principal and interest to May 21 on and after May 4. The closing quotations at the Stock Exchange are as follows:

**BOND MARKET.** **May 2.** **AMERICAN.** **100.** **A. 8.00.**

**U.S. 4s, 1881, reg. 100.** **103 $\frac{1}{2}$ .** **U.S. 6s, 1867.** **110 $\frac{1}{2}$ .** **110 $\frac{1}{2}$ .**

**U.S. 6s, 1881, reg. 100.** **101 $\frac{1}{2}$ .** **U.S. 6s, 1865.** **103 $\frac{1}{2}$ .** **103 $\frac{1}{2}$ .**

**U.S. 4s, 1881, reg. 101.** **101 $\frac{1}{2}$ .** **U.S. 6s, 1867.** **103 $\frac{1}{2}$ .** **103 $\frac{1}{2}$ .**

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